

Safety Procedures & Practices Blue Skies Flight Training LLC

Welcome to Blue Skies Flight Training LLC [BSFT.] Our goal here is to provide you with the finest and safest flight training available. In order to do this, it is imperative that the safety procedures listed below be complied with. If you have any questions about the procedures contained in this list, contact your flight instructor for an explanation or Matt Cole at 405-361-5978. Texts can be received there as well.

WEATHER MINIMUMS:

Dual (VFR) Local: In traffic pattern; Minimum 1500' ceiling, 3sm miles visibility. In practice area Minimum 2500' ceiling, 5sm visibility, Maximum Wind: 30 knots, Max Crosswind 20 knots.

Dual (VFR)Cross Country: Minimum 3000' ceiling, 5sm miles visibility and a forecast to remain at or better than these minimums for entire duration of flight. Maximum Wind: 30 knots, Max Crosswind 20 knots.

Student Pilot Solo Local: In traffic pattern; 1500' ceiling, 5sm miles visibility. In practice area 2500' ceilings 6sm visibility, Maximum Wind: 20 knots, Max Crosswind: 5 knots(unless higher has been practiced/authorized with/by the CFI.)

Student Pilot Solo Cross Country: 3500' ceiling, 6sm visibility, and forecast to remain at or better then these minimums over the entire route and duration of flight. Maximum Wind: 20 knots, Max Crosswind: 5 knots(unless higher has been practiced/authorized with/by the CFI.)

Advanced Student with the CFI or High Wind Proficient Private Pilots or better: Maximum Wind 30 knots and Max Checkride Gust to 30 knots.

STARTING PROCEDURES:

1. A flight instructor shall be in the vicinity of the airport for all solo engine starts.
2. A fire extinguisher is available in the hangar & in the aircraft for all engine starts.
3. Before starting the engine, be sure the tow bar is removed and the area around the propeller is clear by doing a 360 walk around prior to entering the aircraft and then by yelling "**CLEAR PROPELLER**" prior to engaging the starter.
4. If the engine is cold i.e. has not been started that day, only prime one time for the yellow Cessna and no more than three times for the blue Cessna.
5. **DO NOT** prime the engine if it is hot from being recently run.
6. **DO NOT** pump the throttle prior to engine start unless the ignition is being cranked simultaneously and then **ONLY** 2-3 full strokes.
7. Crank the engine for no longer than 10 seconds at a time and allow a minute to cool between cranks. Attempt this only four times, then 20 minutes must be allowed for starter to cool.
8. There will be no engine starts when ambient air temperatures are below 30 degrees F (0 degrees C) if

the engine block has NOT been heated or the plane was not left in a warm hangar.

9. Always lean the mixture shortly AFTER startup especially in warm temperatures i.e. 70 degrees F or 21 degrees C or warmer. Lean the mixture back approx. one inch from full position. Failure to do this can result in a failed mag check or rough running engine. If the mag check happens to fail i.e. drops more than 125 rpm or drops more than 50 rpm differential and/or the engine runs rough, set the throttle to full power then, lean the mixture until a sizeable RPM drop is observed. Allow 20-30 seconds at this reduced RPM, for carbon to be burned off the plugs. Then, enrichen the mixture slightly for max power. If after multiple attempts to burn off the deposits fail, aircraft should be taxied back to the ramp until Cole another CFI or the mechanics can look at it. Takeoffs in warm temperatures, should be performed with the mixture rich unless the field is higher than 3500 feet density altitude.

TAXI PROCEDURES :

1. Taxiing on ramp areas and close to other aircraft shall be no faster than a "brisk walk".
2. Do not ride the brakes while taxiing. Control taxi speed with power i.e. once desired taxi speed is achieved, reduce rpm to 1000 then consciously get off the brakes. When pressing the brakes, throttle should be at idle then, once at desired speed or stopped, rpm adjusted back to 1000.
3. Do not attempt to maneuver the aircraft in a tight area without an outside observer watching the wing tips.
4. Always observe the correct position of the flight controls with respect to the wind direction.
5. In open areas on the taxiway, taxi no faster than approximately 20 mph.

FIRE PRECAUTIONS AND PROCEDURES:

1. Extreme care should be taken to avoid over-priming especially in cold weather. Do not **"PUMP"** the throttle in an attempt to prime the engine unless you are simultaneously cranking the ignition and then only pump 2-3 times.
2. If a fire should occur during the starting procedure, keep the engine turning and attempt to complete the start in an effort to draw the fire into the induction system. If the engine fails to start, or the fire fails to be drawn into the engine, turn the fuel selector valve to the **OFF** position, vacate the aircraft immediately and request emergency fire assistance.
3. If not at the home base, call immediately for further instructions concerning the airworthiness of the aircraft. In no case should the aircraft be operated until cleared by the flight school.

REPORTING AIRCRAFT DISCREPANCIES:

1. Make note of any discrepancies during the flight or maintenance issues that may occur.
2. Verbally communicate those discrepancies to your instructor and or Matt Cole.

SECURING THE AIRCRAFT:

1. After each dual flight, the instructor is responsible for ensuring the aircraft is secured i.e. Master Switch OFF, Magnetos OFF & key removed from the ignition, Beacon left in the ON position at all times and the aircraft is chocked with the control lock in place [if parked outside,] pitot tube cover ON, and the parking brake OFF.
2. Students going solo, are responsible for ensuring the aircraft is secured i.e. Master Switch OFF, Magnetos OFF & key removed from the ignition, beacon ON and the aircraft is chocked with the control lock in place [if parked outside,] pitot tube cover ON, and the parking brake OFF.
3. Students are fully accountable for the security and care of aircraft during all flights, stop over's and layovers.

FUEL RESERVE:

Local Flights:

No flights will be made unless, at the beginning of the flight, the fuel tanks are at least half full as verified by dipping both tanks with the dip stick kept in the glove compartments of each aircraft. **NEVER RELY ON THE FUEL GUAGES TO DETERMINE FUEL QUANTITY. FUEL GUAGES IN AIRCRAFT ARE NOTORIOUSLY INACCURATE.** One hour of fuel must be onboard as a minimum when landing from any flight. 14 CFR 91.151 fuel reserve minimums are 30 minutes day, and 45 minutes night however, BSFT strives for even greater safety margins.

Cross Country Flights:

All cross country flights will begin with FULL fuel as verified by dipping both tanks with the dip stick. **NEVER RELY ON THE FUEL GUAGES TO DETERMINE FUEL QUANTITY. FUEL GUAGES IN AIRCRAFT ARE NOTORIOUSLY INACCURATE.** One hour of fuel must be onboard as a minimum when landing from any flight. 14 CFR 91.151 fuel reserve minimums are 30 minutes day, and 45 minutes night however, BSFT strives for even greater safety margins..

REDISPATCH PROCEDURES:

1. Should a student pilot Solo landing be required at an airport not on the flight plan, contact the school immediately for further instructions.
2. If forced to remain overnight because of weather or other circumstances, call the school immediately when such a delay is encountered. When necessary, all flights will be dispatched the next day by telephone. Student pilots will have their logbook signed for the return flight

by the dispatching instructor.

3. If due to an emergency, an unscheduled landing is made at another airport other than the airport on the flight plan, **CONTACT THE SCHOOL IMMEDIATELY AND DO NOT ATTEMPT TO TAKEOFF.**

COLLISION AVOIDANCE:

At all times, each person occupying a pilot seat will maintain a constant surveillance for other aircraft to avoid possible collision both on the ground and in the air. Particular care must be exercised in the traffic pattern, practice area, and when passing over or near NAVAIDS. Students learning the role of pilot in command, should request that any qualified pilot in the right seat provide assistance, e.g. reading checklist, monitoring engine instruments or provide any other assistance necessary in an emergency. Prior to each flight, both student, instructor or renter pilot should insure the windshield is clean i.e. free from bugs. Windshield cleaning fluid and a microfiber towel is provided for this purpose. **All flights, dual or solo, whether out to a practice area or on a cross country, should receive radar advisories or flight following:** West practice area OKC Approach **124.60** East Practice OKC Approach **124.20** North Practice Kansas City Center **127.80** "Center Advisories" i.e. **flight following to your destination should also be requested for dual & solo cross countries.**

PRACTICE AREA & OTHER IMPORTANT ITEMS:

1. A sectional chart is posted in the classroom depicting the location of the various practice areas. Your instructor will explain its boundaries and you will be expected to use this area for all local training flights. All solo and training flights to the practice areas should include radar services/ radar advisories for additional safety.
West practice area 124.60 East 124.20
2. Simulated emergency landings will only be practiced with an instructor on board the aircraft and shall be terminated no lower than **500 ft AGL**.
3. Simulated emergency landings will be terminated as soon as it is determined whether the landing could be made successfully. In any case, no simulated emergency landing will be continued to an altitude below surrounding obstructions. Caution must be exercised to ensure the flight is not conducted closer than **500 feet** to any person or property on the surface or less than the minimum safe altitude rules specified in 14 CFR Part 91.119.
4. Aerobatic maneuvers are prohibited except for intentional spins and those are to **ONLY** be accomplished with a company flight instructor. Spins (with an instructor on board **ONLY**) will be entered no lower than 4000 feet AGL (Above Ground Level). All spin recoveries will be completed at least 3000' above ground level.

5. Stalls will be entered no lower than 2500 feet AGL (Above Ground Level). All stall recoveries will be completed by 2000 feet AGL. **No Power On stalls allowed during student pilot solo flights.**
6. No student pilot may start a solo practice flight, unless that flight is approved by a company instructor who is present at the airport or in the vicinity of the airport or is in close communication with the student in regards to weather, NOTAMS and flight planning info. Student pilots that own their own aircraft will notify an instructor prior to departing on ALL solo flights.
7. Complete all checklists each time you fly.
8. Solo means solo!! There will be no passengers allowed on any student pilot solo flights.
9. Always use carb heat in the air when RPM is reduced below the green arc of the Tachometer. Do not forget to push carb heat to cold when performing a go around, application of full power after a practice stall, slow flight or anytime full power is desired.
10. Be sure that weather conditions have not changed since an instructor has cleared you for a training flight, if there is any question concerning weather, check with your instructor again.
11. Be sure your cross country flight planning is complete and that you are familiar with appropriate aircraft operating airspeeds, the fuel system, fuel capacity, fuel consumption, and all the latest information concerning your flight. Weather conditions should be such that you are always assured that a minimum altitude of at least 3000 feet AGL and a visibility of at least 6 statute miles can be maintained during the flight. Remember that under poor flying conditions or while lost, radar vectors to your destination can be provided by the Air Traffic Control Center.
12. Remember, you must have a copy of the appropriate checklist and the operators handbook and all required documents on board for ALL flights [AROW.]
13. Student pilots flying solo must have their logbook, medical, student pilot certificate & drivers license with them aboard the aircraft for the solo flight. If they do not have all of those items, there will be no solo flying. Renter pilots must have their pilot certificate, medical certificate or Basic Med paperwork and their drivers license with them and aboard the aircraft.
14. All training flights to the practice areas or cross countries should include radar services/ radar advisories for additional safety. West practice area OKC Approach **124.60** East practice OKC Approach **124.20** North practice Kansas City Center **127.80**
15. Enter the traffic pattern back into Guthrie KGOK or any uncontrolled field at 45

degrees to the downwind leg and try to contact CTAF at least 10 miles out.

16. Please do not place headsets, kneeboards iPads or any items on the dash board of the aircraft. Placing items on the dash can easily scratch the windshield.
17. During severe weather or freezing precipitation, every effort will be made to have aircraft placed in a hanger. If there is frost/ snow/ ice on the aircraft, no flying will occur per 14CFR Part 91.527 until frost/ snow/ ice is melted off.
18. **Under no circumstances shall any instructor pilot, student pilot or renter pilot hand prop or manipulate the propeller.** If the aircraft does not start then there is a mechanical issue that will need to be addressed by the mechanics. Should it become necessary to move the prop to allow the tow bar to be connected, ensure the master switch is OFF, the ignition switch is OFF and the key is removed from the ignition. When sitting in the cockpit, the propeller naturally spins clockwise. Therefore, very slowly moving the prop in the opposite direction, using extreme caution, will allow for safe adjustment of the prop.
19. **Never allow passengers to enter or exit the aircraft with the propeller/ engine still running.** Flight Instructors sending students on their first solo are the only ones permitted to exit the aircraft with prop still spinning and extreme caution by CFI's when doing this should be exercised.
20. If you cannot make a scheduled flight, please try to call and cancel at least twenty four (24) hours in advance to avoid a no-show charge. Call even if you suspect the weather is bad, don't assume you will not fly.
21. If at Guthrie and the aircraft needs fuel, call Crabtree Aircraft at 405-282-4250 and have them charge the bill to the BSFT account.

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